

INFORMATION REPORT INFORMATION REPORT

CENTRAL INTELLIGENCE AGENCY

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COUNTRY Rumania/USSR REPORT 25X1

SUBJECT Activities and Installations DATE DISTR. 31 August 1955 25X1
Along the Lower Danube NO. OF PAGES 8

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PLACE ACQUIRED REFERENCES

DATE ACQUIRED This is UNEVALUATED Information

SOURCE EVALUATIONS ARE DEFINITIVE. APPRAISAL OF CONTENT IS TENTATIVE.

Port Formalities and Control Measures - Sulina

1. ship anchored at the mouth of the Danube 25X1^{25X1}
The pilot boarded at 0600 hours. The ship proceeded to Sulina and moored for the control and inspection from 0700 to 0850 hours. With the pilot on board and followed by a patrol boat, the ship departed for Braila.

Installations at Sulina

2. From the pilot it was learned that at Sulina there were two "factories" for analyzing petroleum. One was large and the other small.

Installations and Activities at Tulcea

3. Construction or repair activity was noted in the port on a building which was probably a boathouse. In front of the building there were three buoys and a wooden structure for pulling boats out of the water. The building is sketched in Diagram No. 13 of attachment.
4. When the ship passed Tulcea at 1530 hours on 7 April, a Rumanian naval vessel, and sketched in Diagram No. 4, was moored in the port in front of the railroad station. 25X1

Installations and Activities at Reni

5. At the petroleum storage depot seven Danube boats were moored. Two were loaded; the other five were empty, but with pipes ready for loading. There were 15 petroleum storage tanks, galvanized and painted yellow.

Activities at Galati

6. When ship moored overnight at Galati, it was noted that 25X1

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STATE	X	ARMY	X	NAVY	X	AIR	X	FBI		AEC									
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(Note: Washington distribution indicated by "X"; Field distribution by "#")

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25X1

25X1

three tugboats had been launched and were receiving their wooden superstructure. Four others were under construction on the ways.

Military and Other Installations between Galati and Braila

7. At the 83rd mile there was a hospital. At the 84th mile there were two large arched doors to an underground area which the pilot said was for ammunition storage. The tops of these entrances were painted an olive color. Located between the 83rd and 84th miles were a radio station and a two-story building (45°23'30"N-28°00'E), a guard post, and beyond two low military buildings, a lighthouse adjacent to a wooded area. Trenches were seen in front of the ammunition storage bunker, the radio station and other buildings in this area. This military installation is sketched in Diagram No. 5.

Port Formalities and Control Measures at Braila

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8. [] ship arrived at Braila [] and entered the harbor at 1330 hours. A short time later a doctor and customs officials boarded and conducted the inspection and control formalities. These formalities were the same as on previous voyages.

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Air Activity

9. While the formalities for the ship were in progress, a jet plane flew westward at a high speed.

Naval Vessels

10. A speedboat flying the Rumanian "war flag" was seen in the port [] It was gray in color, mounted a short pole mast and searchlight on the bridge, and was armed with a small machine gun forward. [] The boat is sketched in Diagram No. 9. another speedboat [] is sketched in Diagram No. 10.

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Merchant Vessels

11. Two loaded Soviet tankers¹ were in the port of Braila. The name of only one, *USTRANNA*, [] could be discerned. It is sketched in Diagram No. 8.

25X1

Observations of River Traffic En Route to Braila

12. At the mouth of the Danube, a Soviet tugboat [] and an empty tanker, *M3MAVU* (IZMAIL), were anchored. It was learned from the pilot that their cargo had been discharged at Odessa and that they were on the way back to Reni. The tug and tanker are sketched in Diagram No. 1.
13. At the 31st mile a Soviet tug, *YEFHOMOP*, and tanker passed sailing toward Sulina with a destination, according to the pilot, of Odessa. The tugboat is sketched in Diagram No. 2.
14. At the 35th mile the Turkish ship *ISMIT* was moored with a control motorboat beside it, and a Soviet tug and tanker passed en route to Reni. The tanker was painted a dark gray color. It is sketched in Diagram No. 3.

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Observations of River Traffic Returning from Braila

15. [] ship departed Braila [] with a cargo of cement. A tug and tanker of unidentified nationality, though probably

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Soviet, were sailing to Braila. Both tug and tanker are sketched in Diagram No. 6.

16. A Soviet tug was seen towing four empty lighters toward Reni. From the pilot it was learned that they were coming from Odessa and would return there after loading chromium ore. The name of the tug was AKRA'AMBY' (sic); three of the four lighters [redacted] and a lighter are sketched in Diagram No. 7. The tug

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17. At the 23rd mile a Soviet tugboat and an empty tanker were met. The name of the tug was MEHNEL (sic, possibly MEMEL) and that of the tanker, CHERNOMORSKOYE. The pilot said they were coming from Odessa. Both tug and tanker are sketched in Diagram No. 11.

18. At Sulina, there were 22 Rumanian "CHERNOMORSKOYE" moored at a pier. They were armed with a machine gun forward and had a small searchlight and a short mast on the bridge. One of these boats is sketched in Diagram No. 12.

Control and Security Measures - Sulina

19. [redacted] ship arrived at Sulina [redacted] The inspection and control lasted for one hour and the ship departed at 1900 hours.

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1. [redacted] Comment: It seems apparent from the diagrams that [redacted] use of the word "tanker" is, in the usual sense, incorrect except in the case of ones in Diagrams No. 3 and No. 11. The others appear to be petroleum lighters or barges requiring tugs or other external power for propulsion.

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DIAGRAM NO. 1

25X1

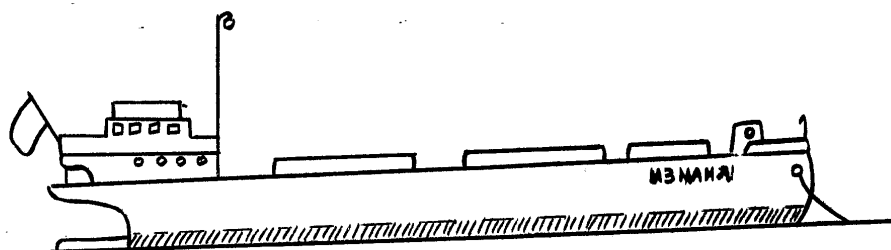
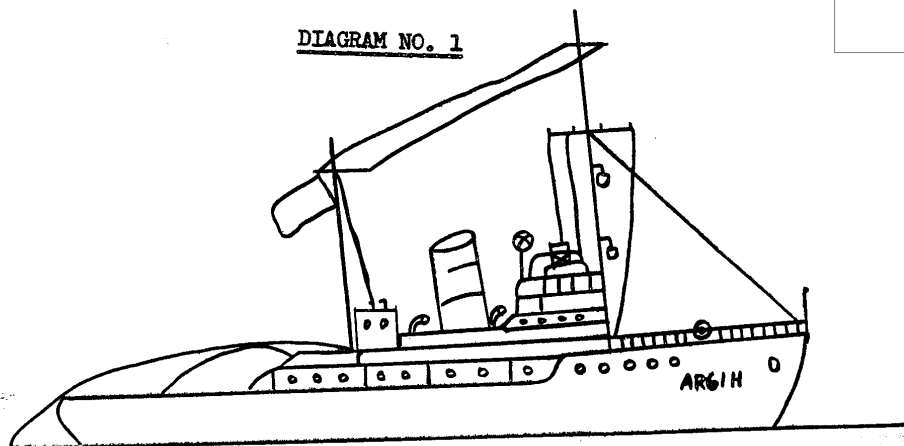
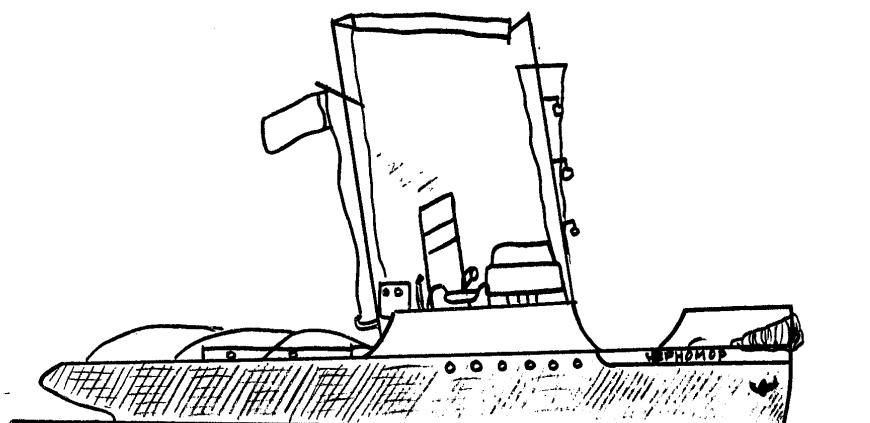


DIAGRAM NO. 2



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DIAGRAM NO. 3

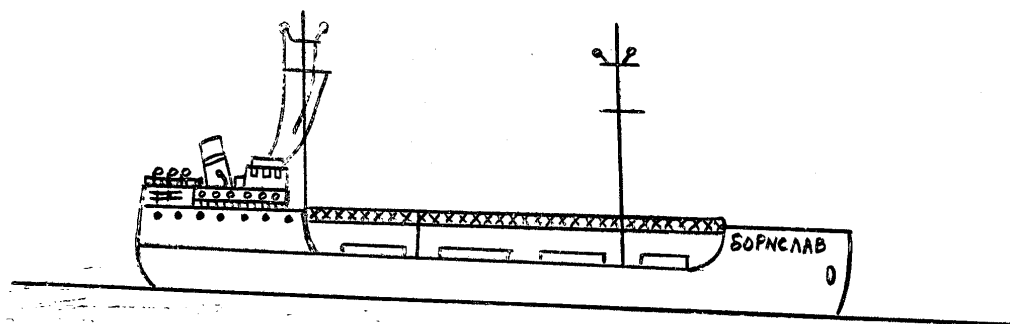


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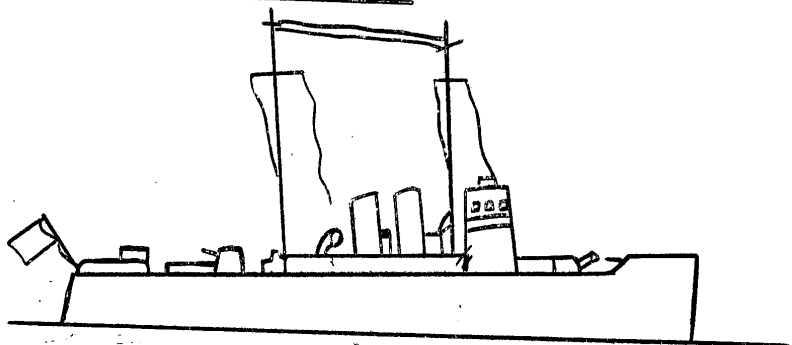
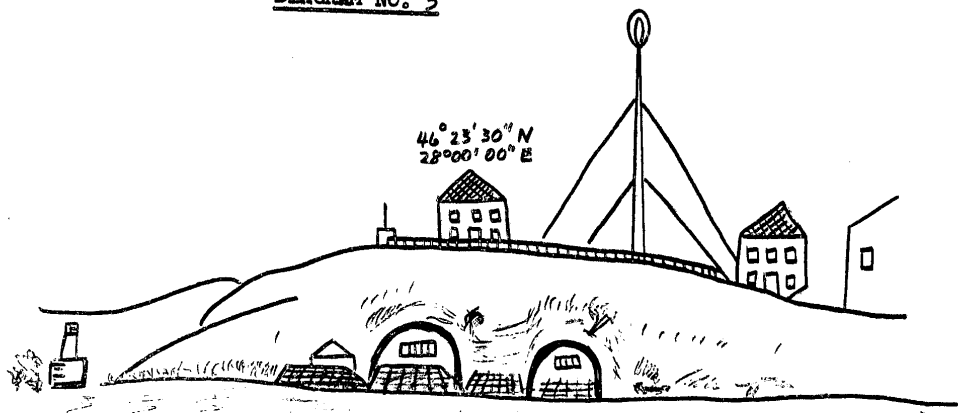


DIAGRAM NO. 5



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25X1

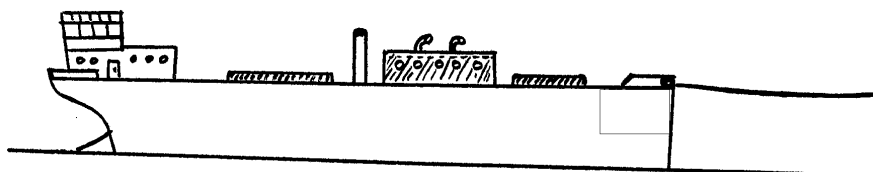
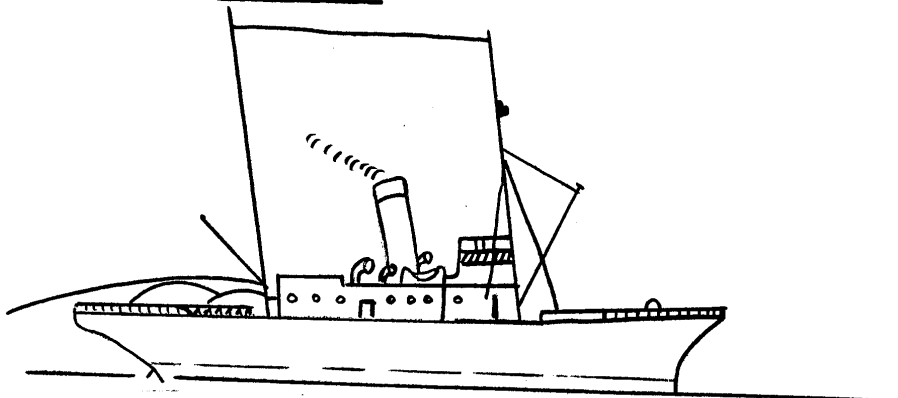
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25X1

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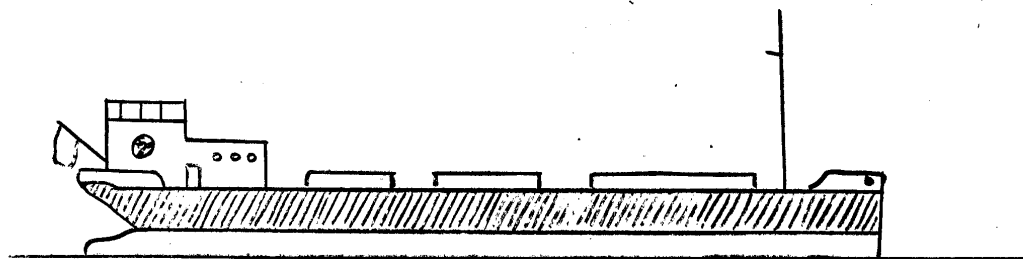
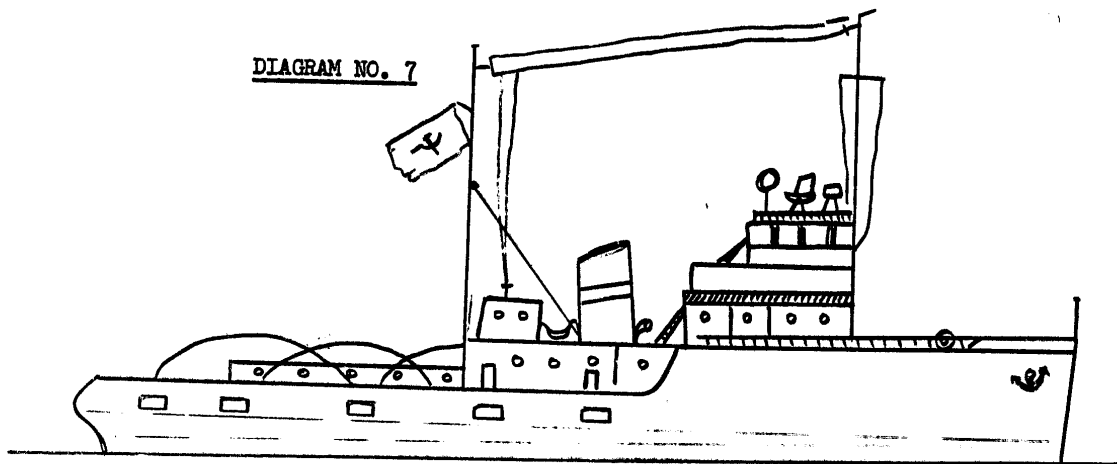
25X1

DIAGRAM NO. 6



25X1

DIAGRAM NO. 7



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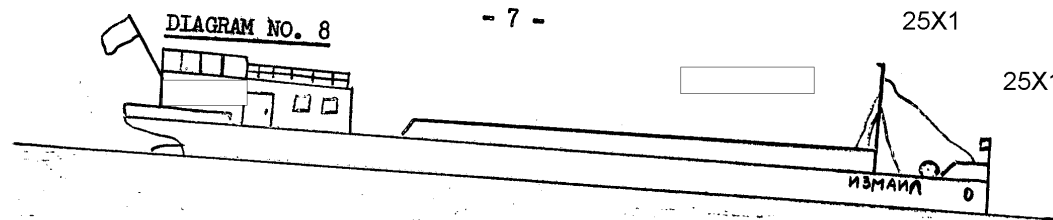


DIAGRAM NO. 9

25X1

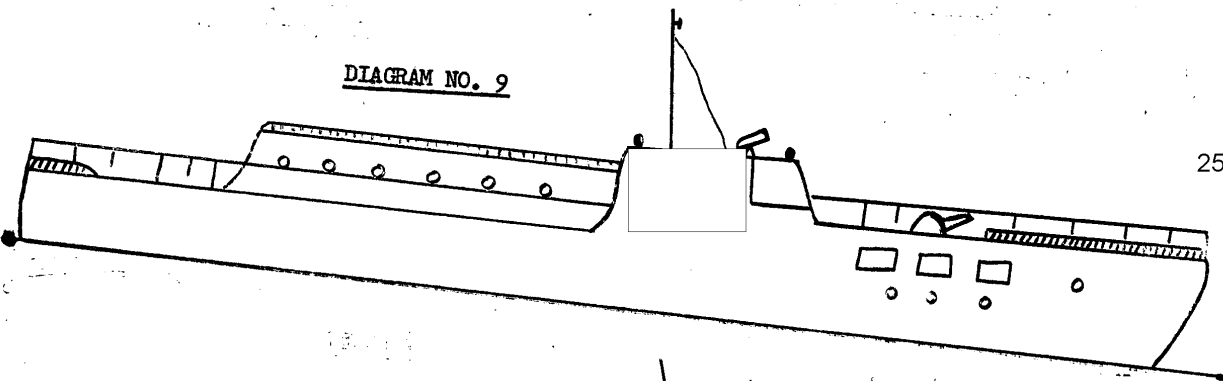


DIAGRAM NO. 10

25X1

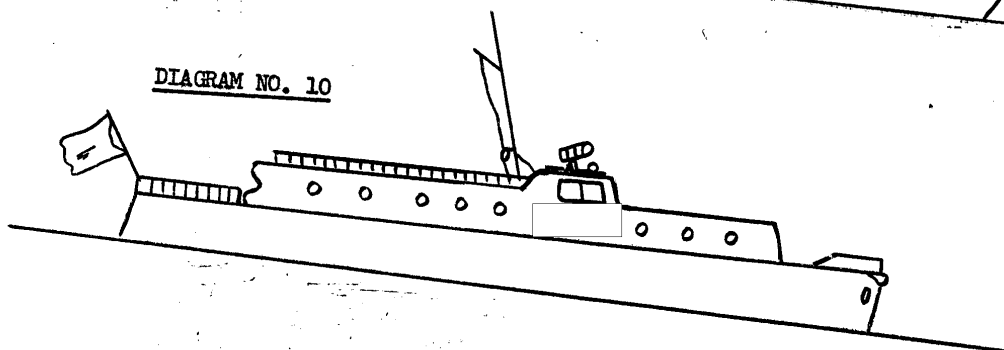
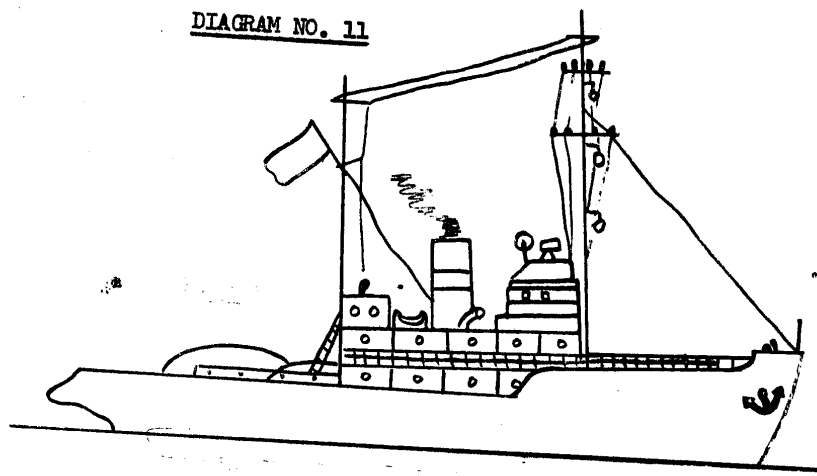


DIAGRAM NO. 11

25X1



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DIAGRAM NO. 11 (2)

25X1

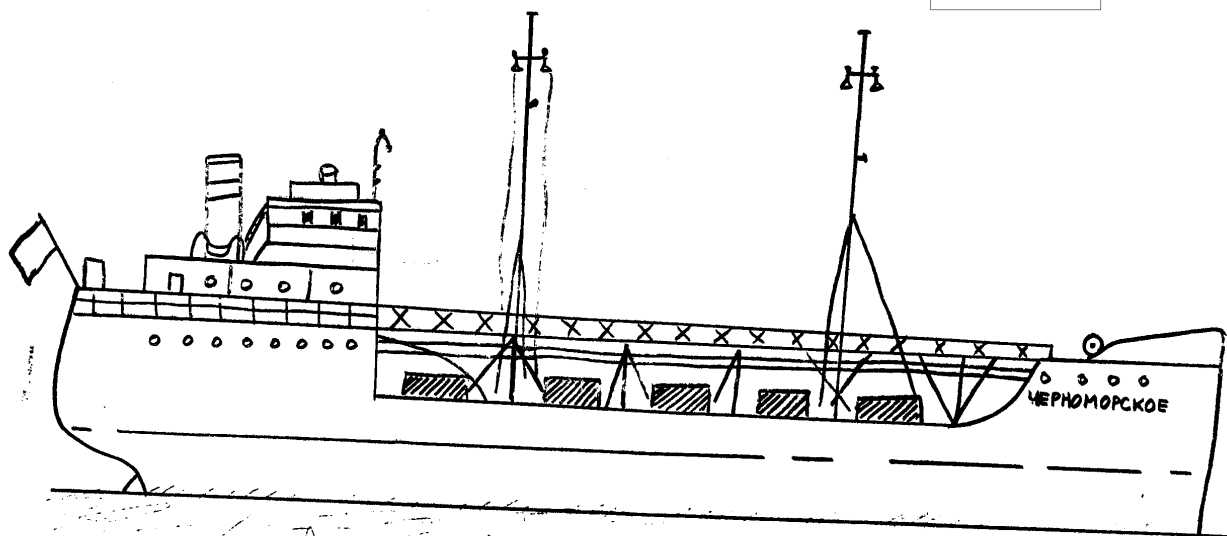


DIAGRAM NO. 12

25X1

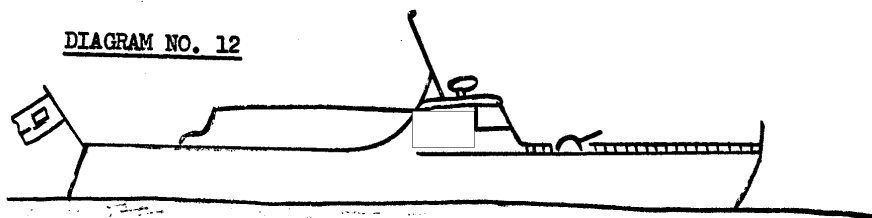
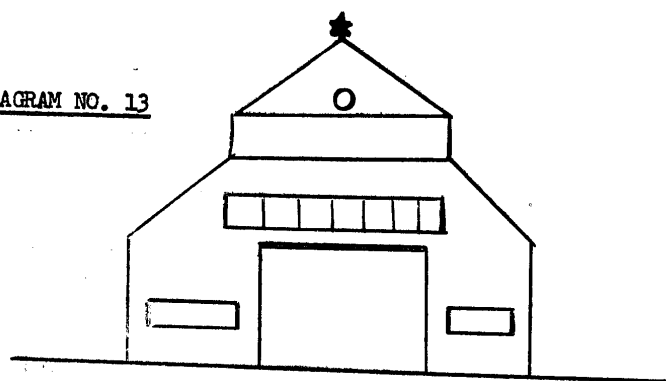


DIAGRAM NO. 13



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